

TEMPE TRANSPORTATION MASTER PLAN (TMP)

Issue Review Session
December 4, 2014



2003 TMP COMPARED TO 2014 TMP

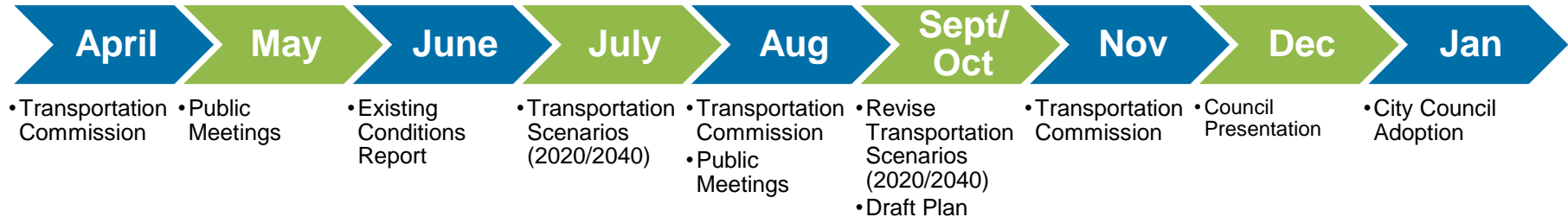
- 2003 transportation plan was part of 2030 General Plan
- Transportation plan updated in 2008 in conjunction with light rail
- 2040 General Plan includes circulation chapter for transportation
- 2014 TMP is:
 - ▶ Includes a list of possible projects as funding (CIP, grants) becomes available
 - ▶ 2020 list is for projects that may be built by 2020
 - ▶ 2040 list is for projects that may be built between 2020 and 2040
 - ▶ Implements strategies of the General Plan 2040
 - ▶ Goes above and beyond state statute

GENERAL PLAN 2040 CIRCULATION CHAPTER

- Implement complete **multi-modal streets** as a model for street design.
- Use **pedestrian and bikeways to connect** open space, neighborhoods, schools, cultural and mixed-use hub areas.
- **Expand light rail, bus, streetcar** and future transportation options to support transit-oriented development as one of the backbones of inter-hub connectivity.
- Ensure streets are **comfortable and safe to walk or ride** and attain more options for high capacity.

PUBLIC INVOLVEMENT

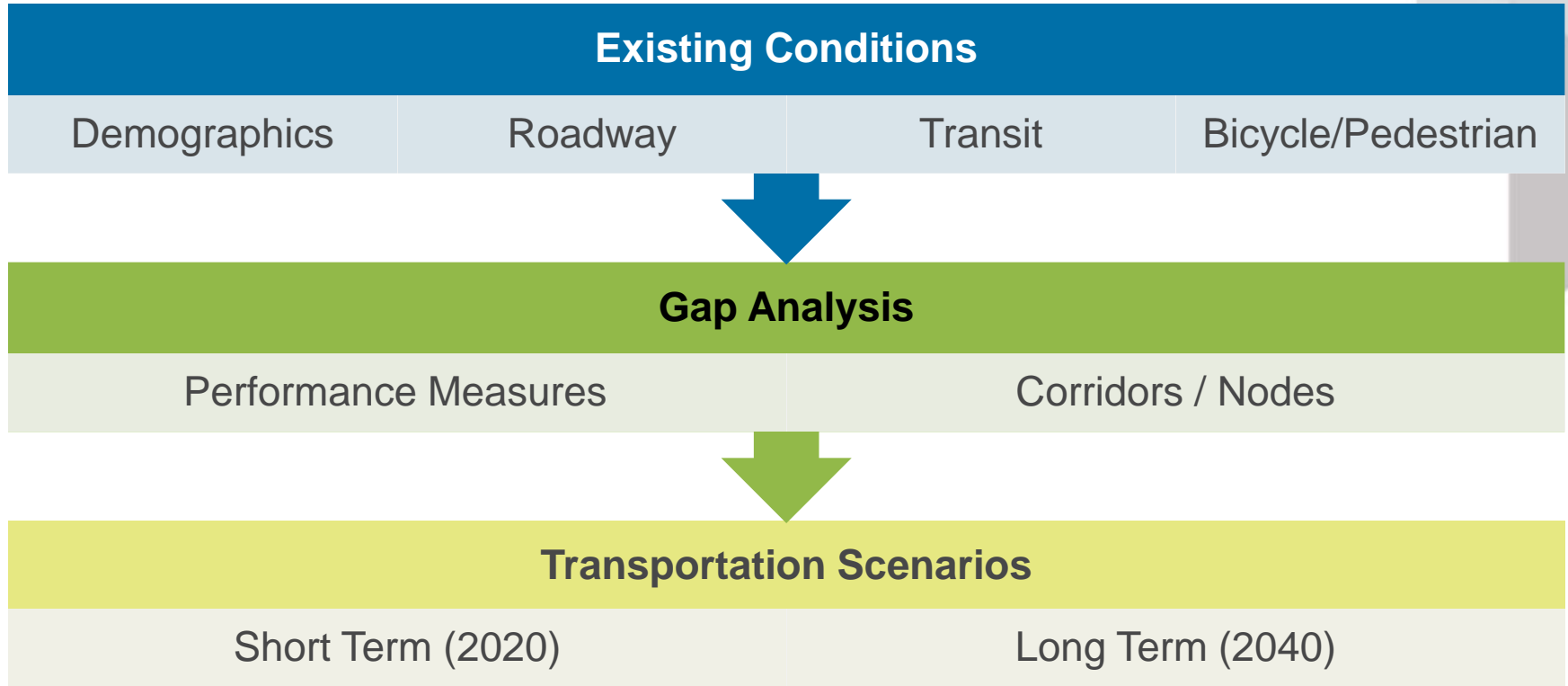
- Implemented Public Involvement Plan
- Opportunities to engage included social media, website, Tempe Today, newspapers
- Over 300 comments received at meetings, online and at Character Area public meetings
- City Boards and Commissions: Transportation Commission, Neighborhood Advisory Commission, Development Review Commission, Mayor's Commission on Disability Concerns.
- Civic Associations: Tempe Chamber of Commerce, Tempe Tourism Board, ASU, Tempe and Kyrene School Districts, TBAG, Valley Metro, MAG, Los Vecinos.



TRANSPORTATION MASTER PLAN OVERVIEW

- ▶ The TMP focuses on the following:
 - Transportation linkages that emphasize **mobility over capacity**
 - **Connections** between activity centers
 - **Priority corridors** (roadway, transit, and bicycle/pedestrian)
 - Multi-modal connections and **transportation nodes**
 - **Support character areas**
 - **Optimization** of existing transportation network
 - Recommendations **grouped by corridors**

PROCESS



TRANSPORTATION SCENARIOS

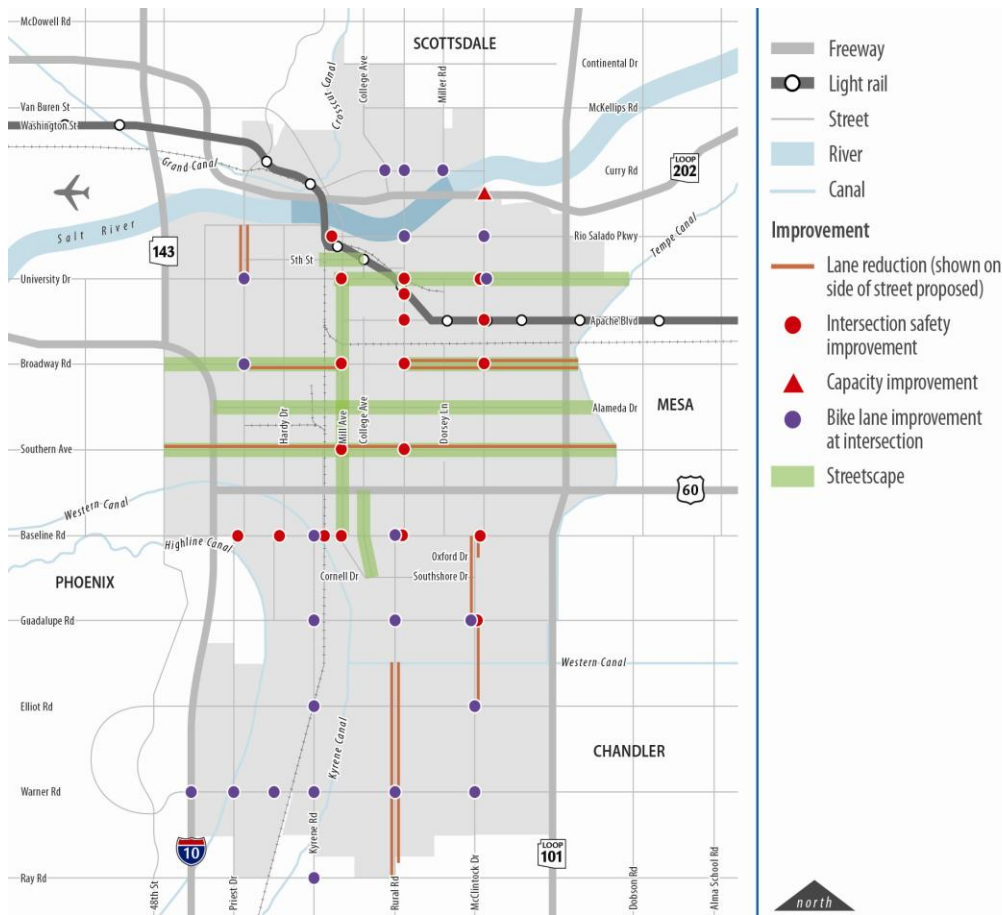
Short Term (2020)	Long Term (2040)
Focuses on near term transportation improvements	Focuses on long term transportation improvements
Optimizes existing transportation network	Correlates to 2040 General Plan
Builds upon existing, planned, and programmed projects	Serves as build-out scenario
Identifies project list	Identifies project list
Includes cost estimates	Does not include cost estimates

PROPOSED MULTI-MODAL STRATEGIES

Roadway	Transit	Bicycle and Pedestrian
Modifications to roadway and intersections	High capacity transit	Bike lanes
Capacity increases (technology)	Local and express bus service	Buffered or protected bike lanes
Lane reconfigurations to support multi-modal and safety improvements	Circulators	Bicycle/pedestrian crossings
Streetscapes	Streetscapes	Streetscapes
	Transit facilities	Multi-use paths
		Bicycle Boulevards

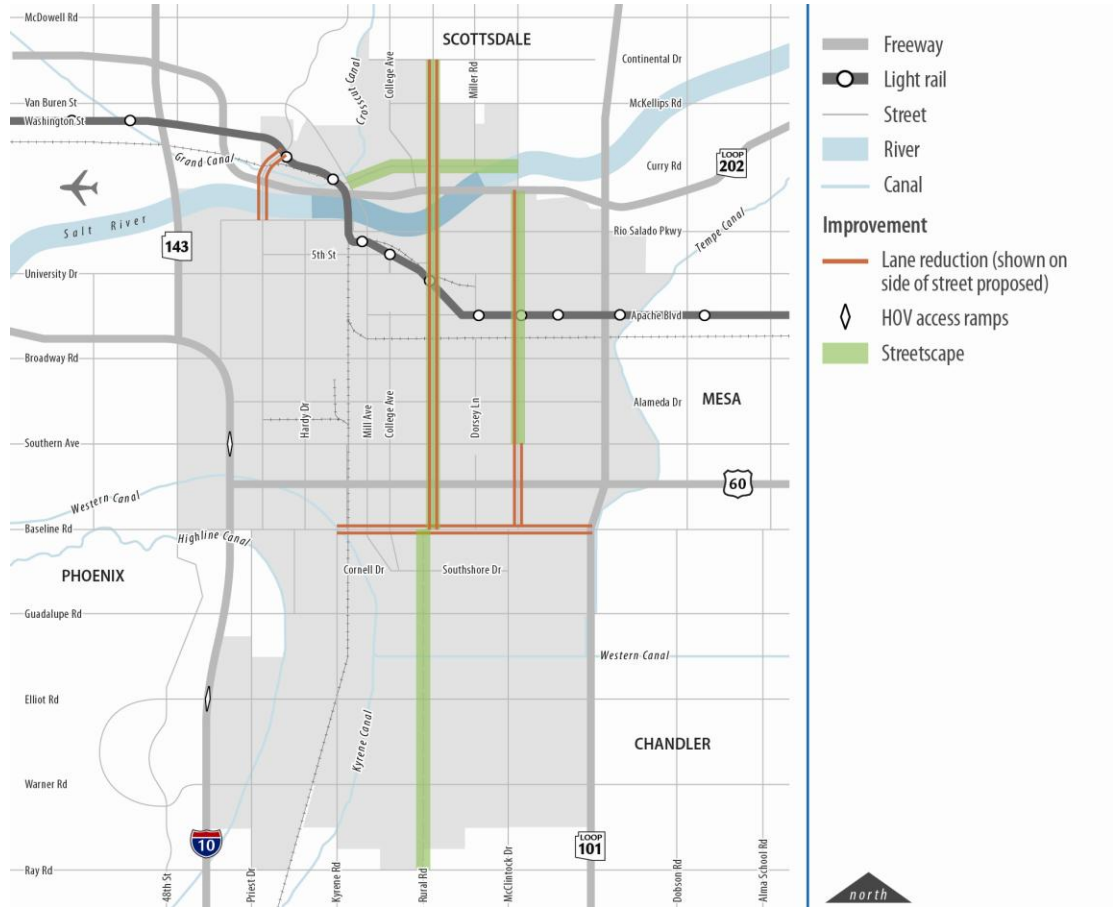
ROADWAY (2020)

- Lane reconfigurations on segments of Priest, Broadway, Southern and McClintock
- Streetscape improvements on segments of University, Broadway, Alameda, Southern and Mill
- Intersection safety improvements
- Completion of bike lane gaps at intersections



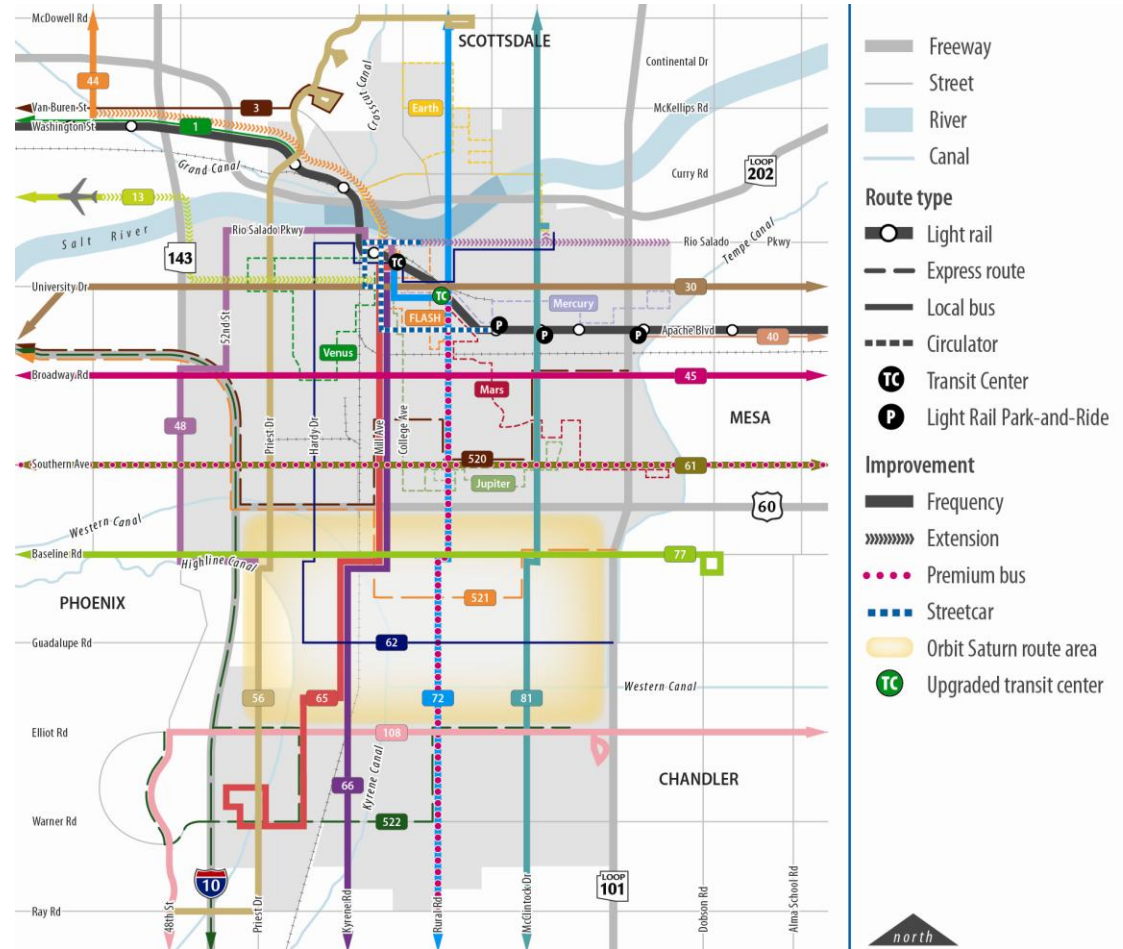
ROADWAY (2040)

- Lane reconfigurations on segments of Baseline and Rural
- Streetscape improvements on segments of Rural, McClintock, and Curry
- I-10 HOV direct access connections



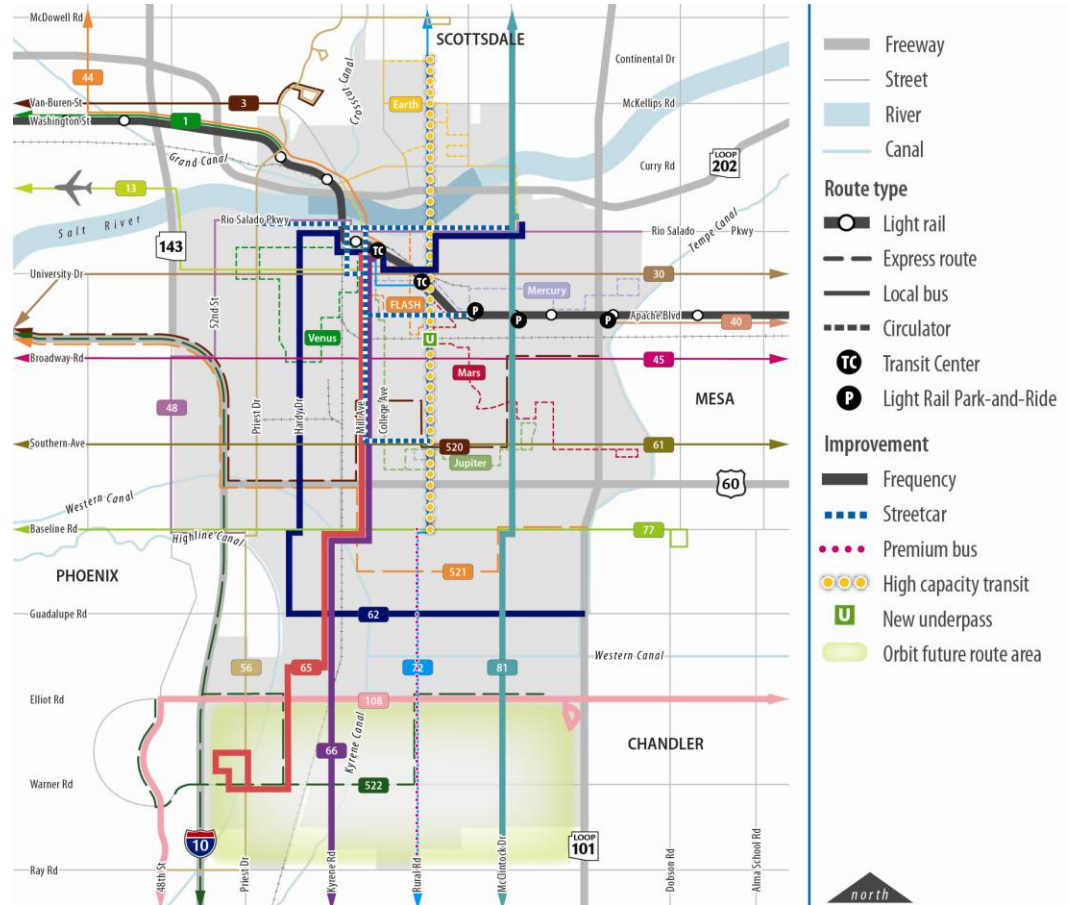
TRANSIT (2020)

- Premium bus service on Rural and Southern
- Tempe Streetcar starter line
- Weekday bus service increases on Routes 45, 48, 56, 61, 72 and 77
- Possible Orbit Saturn in south Tempe
- Improvements to Rural/University Transit Center



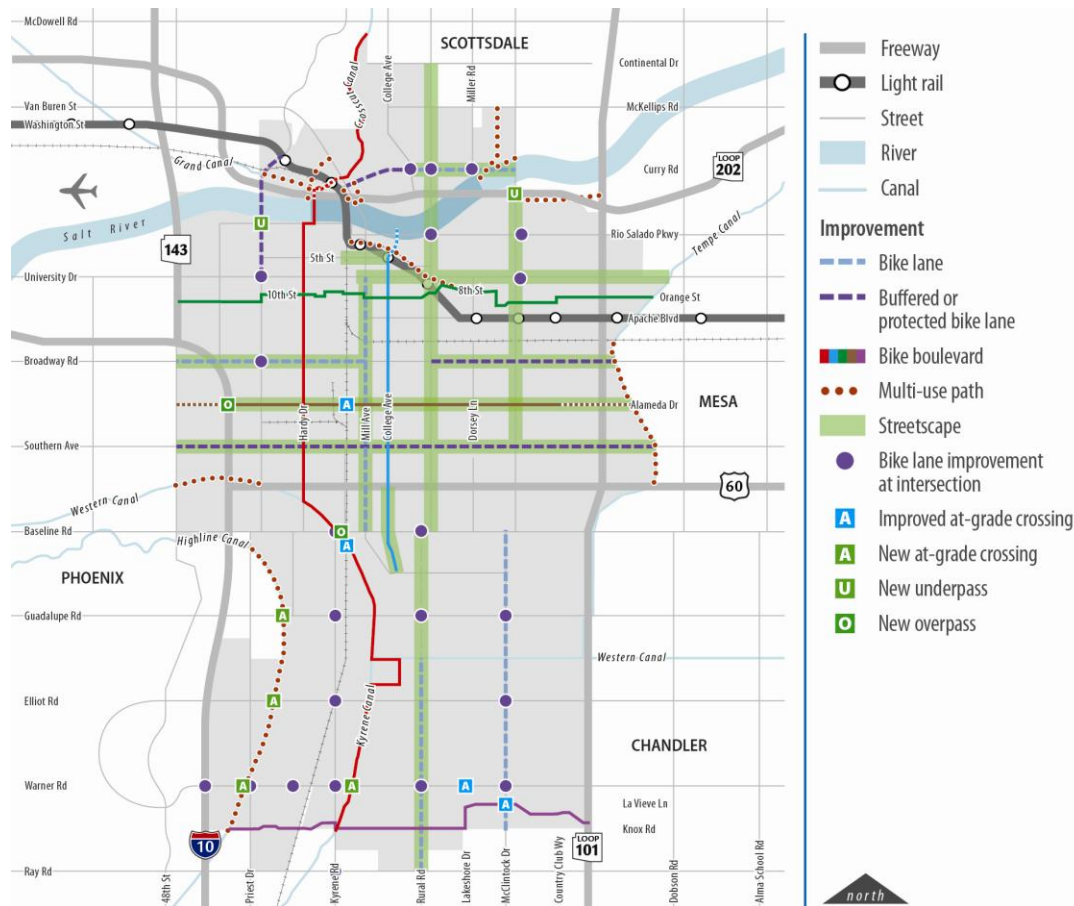
TRANSIT (2040)

- High capacity transit on Rural between Scottsdale border and Baseline
- Possible Tempe Streetcar expansions
- Possible second Orbit circulator in south Tempe
- All bus routes meet Tempe and/or Valley Metro service standards
- Future transit facility in south Tempe



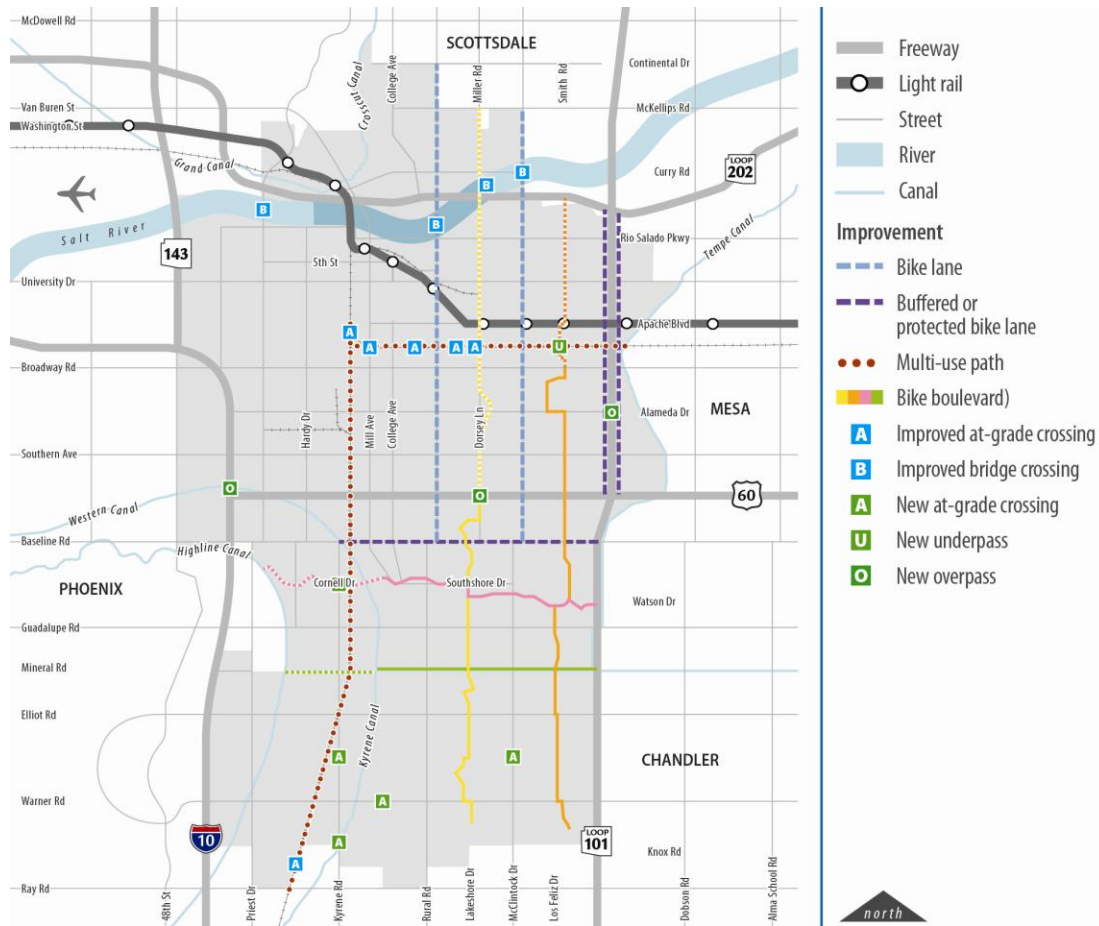
BIKE/PED (2020)

- Bike lanes on segments of McClintock and Mill
- Buffered or protected bike lanes on segments of Curry, Broadway, Southern and Priest
- 5 bicycle boulevards
- Crossings (at-grade and grade separated)
- Completion of bike lane gaps at intersections
- Multiuse paths on canals, adjacent to railroads and along Rio Salado



BIKE/PED (2040)

- Bike lanes on segments of Rural and McClintock
- Buffered or protected bike lanes on segments of Baseline and Price
- Crossings (at-grade and grade separated)
- Completion of multiuse path system



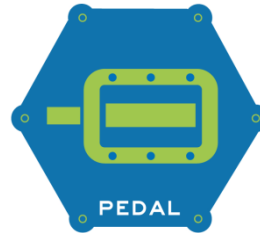
WHAT IS A BICYCLE BOULEVARD?

- ▶ Preferred bicycle route
 - Typically streets with low traffic volumes and speeds
 - Includes specialized bike treatments like pavement markings, signal treatments and wayfinding
 - Meant to connect bicyclists to all major parts of the community

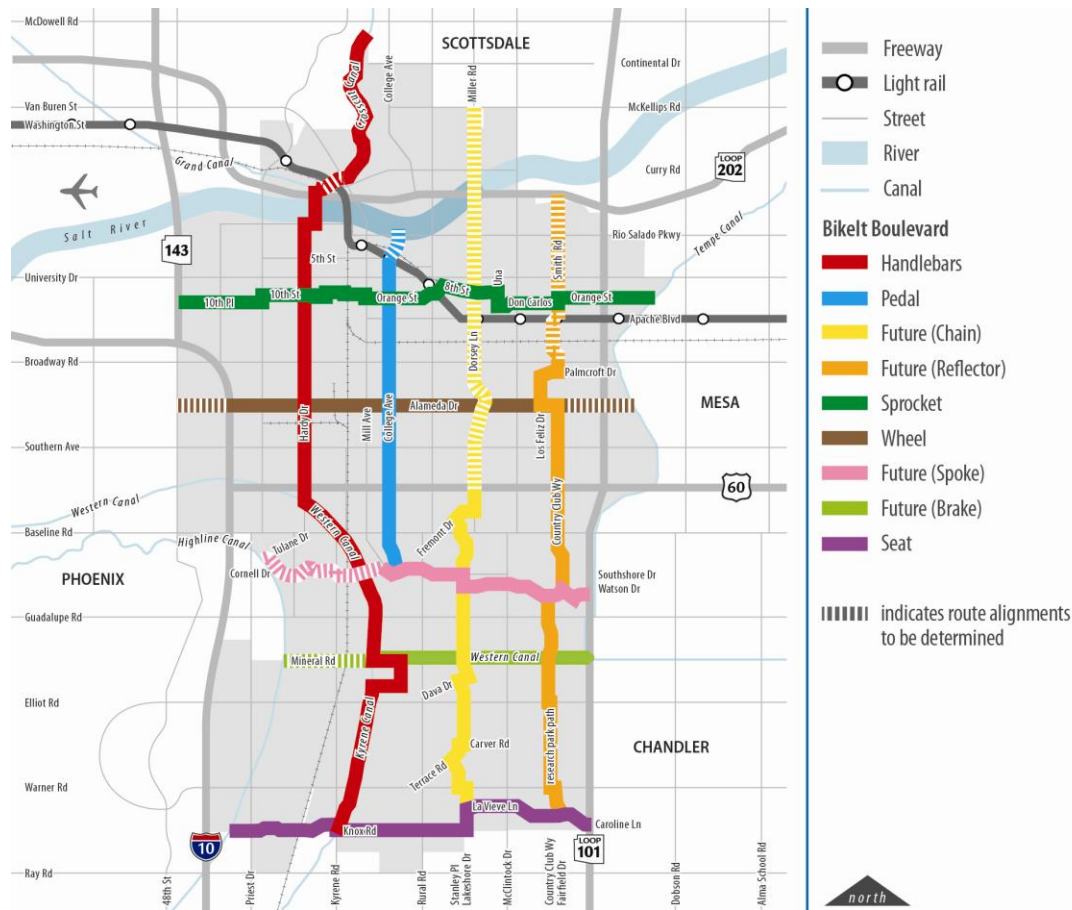


BIKEiT (Bike in Tempe)

- ▶ BIKEiT is the brand for bicycle boulevards in Tempe
 - Part of the Tempe in Motion program (similar to Orbit)
 - Each BIKEiT bicycle boulevard corridor is identified by a different bicycle part



- ▶ Short term network
 - 5 bicycle boulevards
 - ▶ Handlebars
 - ▶ Pedal
 - ▶ Sprocket
 - ▶ Wheel
 - ▶ Seat
- ▶ Long term network
 - 4 more bicycle boulevards
 - Coverage throughout Tempe



CONTACTS

- The entire plan can be found online at:
www.tempe.gov/transportationplan
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